

Mr. Jenner will be heard many times from 3YA.

**Faust Overture.** Included in the Dunedin Symphony Orchestra's programme, which will be broadcast on relay by 4YA on Wednesday, March 22, is Richard Wagner's "Faust" Overture. According to the most reliable accounts, this overture was written in 1840. Originally Wagner had sketched it as part of a symphony founded on Goethe's drama. In 1844 this overture was twice performed in Dresden. After a number of changes recommended by Franz Liszt, Wagner re-wrote the overture in 1855, and it was finally published in the new form and under above title. The overture opens with an Introduction (molto sostenuto) containing most of the thematic germs of the Overture proper (Allegro molto). The gloomy theme (1) given out by the Tuba and Contrabasses is a modified version of the principal subject of the Allegro. It strikes at once the note of "Life-deserting Misery." This is presently succeeded by a melody for the wood-wind (2) in which, for a while, despair seems to grow mild and plaintive, only to return to the sombre mood of the Introduction. With the Overture itself the time changes to Molto allegro, and the original theme (1) now appears in full, given to the first violins with an accompaniment for horns and bassoon. This is worked up to a climax, after which a connecting passage brings us to the second subject (3) heard on the flute. Referring to this soothing and tender melody, Wagner, in a letter to Liszt, says that it was suggested by these lines from Goethe's "Faust":

*A sweet, uncomprehended yearning  
Drove forth my feet through woods  
and meadows free;  
And while a thousand tears were  
burning,  
I felt a world arise for me.*

During the development which follows, this tranquil influence is never entirely lost sight of, amid the frenzy of despair and the rebellious questioning of fate which the music seems to imply. Toward the close it undoubtedly prevails, and the overture ends in a mood, not indeed of hope, but of resigned weariness, recalling these lines of Shelley's:

*Yet even now despair itself is mild,  
Even as the winds and waters are;  
I could lie down like a tired child,  
And weep away the life of care  
Which I have borne and yet must bear.*

## 2YA Auxiliary

### Call Sign Allotted

AS from Monday, March 20, the call sign of 2YA Auxiliary was changed to 2YC, in order to conform with the regulations. Excellent reports have been received from many scattered districts regarding the satisfactory reception of this new station. These have come from as far as the King Country, Napier and Hawke's Bay district, Christchurch and Timaru. Special congratulations, too, have been expressed in regard to the nature of the programmes. The area covered by this station under favourable conditions proves to be greater than was originally counted upon.

# Adventures in the Air

## "Smithy" Speaks over N.Z. Network

LAST Sunday evening at 9 p.m. all the YA stations, as well as 12H, Hamilton, 22K, Palmerston North, 22D, Masterton, and 42P, Invercargill, were linked up to broadcast a talk from 2YA by the famous airman, Air Commodore Sir Charles Kingsford Smith.

Mildly protesting that the title of his talk—"Exciting Experiences in the Air"—was hardly fitting, as he had so often stated flying was the safest method of travel—safer than walking—Sir Charles said that in sixteen years of flying there were incidents that might be termed exciting, but he would have to cudgel his brains to recall them. However, he recollected during the war he was shot down by the famous German Ace, Baron von Richthofen.

"It was in 1917," said Sir Charles, "and I was not so experienced then. I was Acting Flight Commander of No. 23 Squadron of the Royal Flying Corps, which was on offensive patrol—an operation in which flights were made over enemy lines, harassing hostile aircraft. On this particular morning there was very little doing. Deciding to return home, I had fired the white light, which was the signal for retreat, and away the planes went for our own base.

"Suddenly I saw two two-seater planes and decided to have a go at them on my own. I flew down with the gun peppering them, when suddenly the sky rained metal. The two two-seaters were decoys for inexperienced English pilots while they hung about in readiness for anyone they could trap. My opponent was the Baron, who promptly proceeded to demolish me. It was certainly exciting while it lasted, especially as I received a leg wound and fainted. I revived and quickly noticed the plane was getting close to the ground. Righting the machine, I made for home with all the fight knocked out of me. This was a turn that the enemy did not expect, as they had certainly filled me with lead.

"Later 183 holes were counted in the machine; one bullet, grazing the shoulder, passed through the knee and badly smashed my foot. I was in danger of fainting from loss of blood, but managed to land safely, when I did faint, and later came to in hospital feeling sorry for myself, but thankful, for few met the Baron and escaped.

"I have contracted the silly habit of long-distance flying, and can recollect an exciting experience on our Atlantic flight in 1930. Our take-off base was at Port Marnock, about eleven miles from Dublin, which has an ideally suitable beach. We were a cosmopolitan crew. I'm Australian, as everyone knows, the old Southern Cross is Dutch, and so was van Dyke. Stannage is half New Zealand and half Australian, and Paddy Saul was Irish. We were international representatives.

"We left the beach at 4.30 in the morning, and with about a mile run rose easily with our 1175 gallons of petrol. We saw the last of the land about six o'clock in the morning, and

after that flying became monotonous. About 10 p.m. the last streaks of day were disappearing and we started to run into wisps of fog, and later drove into a heavy fog. Reports received by Stannage from Newfoundland indicated that dirty weather was ahead, and the prospect of 800 miles of flying shrouded in fog was not a pleasant one.

"I've had a good deal of experience of blind flying, which is very monotonous, and was not alarmed, but the compasses were swinging about so much they were useless. I decided to climb and at 3000 feet got into the sun again. At this altitude, however, we encountered the usual strong westerly wind, which reduced our speed from 90 miles to 45 miles per hour. At this speed we had no chance of landing before the fuel ran out, so we descended to a lower altitude and into the fog again. Again the compasses started their extraordinary behaviour, swinging as much as 40 degrees. We had three compasses, and each was useless. There seemed no reason for this, although it was evident there was something definitely wrong. The position was most alarming.

"However, the fog cleared at day-break, and then Stannage obtained some remarkably accurate bearings, which allowed us to make our landfall less than a mile from our reckoning. Stannage's bearings from ships and other sources were amazing in their accuracy.

"A scientific explanation of the compass behaviour was that the particles of fog were electrically charged, in turn charging the fuselage, and so affected the compasses. In a ship this does not happen, because, as it is in contact with the ocean, any charge is dissipated, but the Southern Cross was, of course, insulated from the water by the air.

"Another exciting and humorous incident happened when I endeavoured to break Mollison's record from Australia to England, in the Southern Cross Junior. It may be remembered that I became poisoned by breathing carbon-monoxide gas and had to make a landing, and that the Turks captured me and kept me prisoner for two days.

"I was to leave Cheribon, in Java, for Victoria Point, in the Malay States, and as the total distance did not require full tanks I took just sufficient for the journey, with adequate reserve for untoward emergencies. I had just passed Singapore when I struck a strong head wind. I flew on, however, and later ran into a monsoonal rain storm. This forced me down lower and lower to retain some visibility, and I was flying along the water's edge about thirty or forty feet from the beach. The rain developed into a torrential downpour, and I was unable to see any distance. There was twenty minutes' petrol in the tank, and I was afraid of either crashing on land, dropping into the sea, or overrunning my destination, so I decided to land on the beach.

"Long after sundown I noticed that the plane was below high-water mark, and that when the tide came in it would

sink in the sand. I had an electric torch, so I went into the jungle to get some tree branches to place under the axles, when I was startled by the roar of a tiger which sounded only three feet away, although he was probably three hundred yards off. You know what it is like in the zoo when a tiger roars three feet away behind bars—well, here there were no bars, and the Malay jungles have many fierce man-eating tigers.

"I took to my heels and broke all existing records for the hundred yards, bouncing from tree to tree, climbed up into the cockpit, and there remained until morning.

"Now that I have started, I could talk until you were all bored, but my time is up, and before closing I would like to thank the people of this hospitable land for the wonderful reception you have given me, and for the gracious treatment I have received everywhere."

## Ban on Recordings

### "B" Station Owners' Decisions

THE situation regarding the gramophone companies' recent ban on recordings is still unchanged, all efforts at negotiations being met with the reply that no lightening of the restrictions can be made.

In Auckland the proprietors of the six B class stations there have announced their intention to carry on as well as possible.

At a recent meeting of the United B Stations' Club a resolution urging closing as a protest was passed, but when the proprietors of the remaining station announced that they considered the interests of listeners would best be served by remaining on the air, the other station owners also decided to remain in action.

Although some stations are broadcasting no records of the prohibited makers, others are using those records released before October, 1931, when the gramophone companies first issued the ban.

A proposal to import recordings from Germany and other parts of Europe is being considered, but will require a few months to be put into effect.

In some instances it may be necessary for broadcasting hours to be reduced to avoid constant repetition.

### Dunedin B's Reopen.

The Dunedin B stations, which closed on March 10 as a result of the ban, have now recommenced transmissions, following a public meeting convened by the Listeners' League.

B station proprietors present held a meeting at the conclusion, and decided to resume broadcasting last Thursday.

ACCORDING to an English journal, Holland is now the world's largest exporter of radio. Dutch exports of wireless apparatus rose from £758,000 in 1927 to some "six or seven millions sterling" in 1929. German and American exports also have risen during the past five years, whereas British exports have remained almost stationary. Seeing that the Empire covers half the earth, the journal asks why this should be so, and further requests that the Radio Manufacturers' Association should investigate the causes.